

# ROYAL NAVAL DIVISION.

THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

Training is now going forward.

Applicants desiring to enlist should apply at once.

ROYAL NAVAL DIVISION.

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GOD SAVE THE KING.

# Hongkong Daily Press.

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一初月七年卯乙

HONGKONG, WEDNESDAY, AUGUST 11th, 1915.

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**TO ARRIVE.**

Aug. 15th—The English mail, per s.s. "Novara."

**TO DEPART.**

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Aug. 11th—Europe via Siberia, at noon, per s.s. "Korea."

Aug. 12th—Straits, Ceylon, Port Said, Marseilles and London, at 11 a.m., per s.s. "Mizushima Maru."

Aug. 12th—Europe via Siberia, at 3 p.m., per s.s. "Siskiang."

Aug. 13th—Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 5 p.m., per s.s. "Maita."

Aug. 14th—Europe via Siberia, at 5 p.m., per s.s. "Lachow."

Aug. 19th—Formosa, Keelung, Shanghai, North China, Japan via Nagasaki, Wash., and United States, at 3 p.m., per s.s. "Shimozuma Maru."

Sept. 8th—Shanghai, North China, Japan via Moll, Victoria, Vancouver and United Kingdom via Canada, at 11 a.m., per s.s. "Montezuma."

Sept. 8th—Europe via Siberia, at 11 a.m., per s.s. "Montezuma."

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## INTIMATIONS

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Hongkong, 17th July, 1915. [725]GALLIOLI FIGHT OF  
JUNE 28.

VICTORY OF BRITISH BAYONETS.

STORMING THE NULLAH TRENCHES.

Reuter's special correspondent at the Dardanelles telegraphs under date June 28th:—

Yesterday as the result of a brilliant attack by our forces a mile of ground was gained on our left front, and the enemy were driven out of five lines of trenches with very heavy loss. A strategic advantage was gained, which will essentially modify the situation in our favour.

In order to appreciate what happened it must be remembered that the attack on June 28th was with an outward bulge in the centre of the line, the centre having been pushed forward about a thousand yards in advance of the flanks.

As far as the right was concerned, the inequality was corrected to a certain extent by the French advance last week. On the left flank, where at many points our trenches were only a few yards from the Turks, local fighting has been incessant since June 24th. The enemy has been bombed out of trench after trench, and has counter-attacked desperately. At night there have been short and bloody scuffles from trench to trench, which have usually resulted in our men bombing and bayoneting the Turks out of the particular section of the trench attacked.

To the desperate quality of these mostly unchronicled encounters the condition of the newly-occupied trenches bears striking witness. The central part of the position on the left is a long, deep, winding ravine, called by our Army the Nullah, and marked on Turkish maps as the Saghir Der river, of which it is the bed. The Nullah runs up from the sea for several miles to the hill barrier of which Achi Baba is the central point, where it loses itself in a cluster of smaller ravines. Its course, although very irregular, is roughly parallel with the seashore, and in it you are never more than a half-mile from the sea. Usually the distance is less.

On the left the Nullah is separated from the sea by a high, narrow plateau, from the seaward edge of which you have a sheer drop of 400ft. and more to the water's edge. The opposing trenches start from the very edge of the cliff above the plateau, dip into the Nullah, and start again from the other side of it, whence they run across the peninsula. It was the coastal plateau from the bottom of the Nullah to the sea against which the main weight of the attack on June 28th was launched.

## A GREAT BOMBARDMENT.

The way for the attack was prepared by the most tremendous hammering from our artillery that the enemy has yet had. At 9 in the morning our heavy artillery, the quantity and weight of which must have been a surprise to the enemy, opened a terrific fire of heavy shells on the Turkish trenches and kept it up for two hours. From the sea a number of ships close to Cape Helles and the Taki further up the coast plastered the enemy's position. The destroyers *Waterloo* and *Scorpion* also here a useful part in hammering the enemy's trenches.

It was a magnificent sight from the cliff above Cape Helles to see the huge bursts of smoke and dust leaping up in an even line following the course of the enemy's trenches with deadly precision. High over everything floated an observation balloon tethered to a ship and "spotting" for our gunners, who never aimed at better purpose. An enemy aeroplane tried to drop a bomb on the balloon, but missed and was driven off.

At 10.30 our field artillery opened fire. Their special target was the barbed wire in front of the enemy's trenches. They were completely successful. Gaps were cut through the wire in all parts of the line, as the speed with which the infantry attack was carried to a victorious conclusion showed.

## THE BOOMERANG RUSHED.

Now was the time for the work of the infantry to begin. In the bottom of the Nullah the British and Turkish outposts met a few yards apart, with barbed-wire barricades and sandbags between them. On the right side—that is, looking up the Nullah—the Turks had a position known as the Boomerang Fort or Boomerang trench from its shape. It is a main trench, with innumerable independent saps running along the side of the ravine, which it enters about 100 yards behind what was then the Turkish firing line.

The Boomerang confided all attempts to advance up or along the side of the ravine, and has been the scene of many bomb attacks which resulted in the capture of Turkish trenches by our men, who were now so close to the Boomerang itself that they had only to leap over their own parapets, cross a few yards of ground, and jump into it. Needless to say that, as at ordinary times, it was cutting death to show one's head above the parapet, the danger of the enterprise could not be estimated by the distance. The task of capturing the Boomerang was assigned to a famous regiment which has an unbroken record of splendid service since the day of the landing in the peninsula.

At 10.45, after a preliminary pounding of the Boomerang by high-explosive shell and by a French trench-mortar throwing a very powerful bomb, the order was given to advance. The men were waiting crouched under the parapets of the trenches, with their rifles at the ready. All were on raised platforms or on ladders, so that they could get over the parapet in a single bound. At a signal the men sprang over the top and rushed across the intervening space and jumped down into the Boomerang trench. The British troops got into the trench with surprisingly small loss, and, once inside, they made short work of the defenders. The position was captured in a few minutes.

## CHARGE IN THE OPEN.

The main attack was launched at 11, when on the artillery extending their range, three battalions rushed the first three lines of the Turkish trenches on the

plateau between the cliff and the sea, which were carried in brilliant fashion, the men tearing through the gaps made by our field artillery in the wire.

The first two trenches were very close together and small opposition was encountered. The trenches were full of Turkish dead, and about a hundred survivors surrendered. On the right of the Nullah two battalions delivered a splendid attack simultaneously, capturing two lines of trenches and some prisoners. Further to the right and in front of Krithia our attacks encountered very severe opposition and practically no headway was made. The real objective, however, was the ground on the left of the Nullah.

At 11.30 a.m. an advance was made over the lines of trenches already captured, and our men took two more lines of Turkish trenches. This, for the onlookers, was the most spectacular moment of the day. These two first lines of trenches were separated from the first two by several hundred yards of open ground. Our men could be seen, the sun shining on their bayonets, advancing in magnificent style as if no enemy were near them. The whole operation was carried out in from half an hour to an hour. The enemy were fairly on the run and could be seen from the ships hurriedly retiring.

In the afternoon our troops were engaged in beating off the enemy's counter-attacks. The Turkish artillery was very active, but was outmatched by ours, which, moving its range up as our troops advanced, kept a line of shells bursting on the enemy's retreating front all day. At 7 in the evening the brigade which captured the two last lines of trenches made a further advance, supported by the battalion of Indian troops, to capture the small ravine in front of their position, and in this it succeeded.

The night was fairly quiet, but about 4 in the morning a force of about 400 Turks who had worked their way down the Nullah climbed up on to the plateau between the first and second line of the conquered trenches. They were detected and caught in a converging Maxim and rifle fire, and were utterly crushed. Not more than a quarter escaped back into the Nullah.

## VALLEY OF HORRORS.

To-day was spent in consolidating the position gained and in clearing up the mess left behind by the Turks. This afternoon I examined the position in the Nullah and the Boomerang trench. The latter, although I am told the worst has been cleared away, remains the most horrible place on earth. In the bottom of the Nullah dead Turks are lying in shallow pools of green water. Many have lain there unburied for months.

In the Boomerang and British trenches around it, which were all originally Turkish, the stench is frightful. The parapets are built up over bodies of dead men, Turks and British, for the Turks use the dead as bullet-stoppers, and after a fight is over throw earth over them to make parapets.

The whole of the Boomerang is still full of Turkish equipment, rifles, bayonets, bombs, cartridge belts, and boxes.

In the Nullah itself one sees piles of barbed wire which our men had cut their way through yesterday, as the artillery could do nothing to help them out of the post. The houses, carried summer diarrhoea from child to child, and thus killed from 5,000 to 15,000 children under one year old annually. It also carried typhoid and cholera. "This is going to be a fly year," said Dr. Lefroy, and added that his work had shown him that we must expect a huge number of the insects. The weather had suited them. He could take people round London and show them the breeding places of flies. He protested that the open manure heap was a danger and a scandal, and should be prohibited. We must educate people, we must insist on cleanliness, especially in the home, and we must exercise measures of fly control.

Professor Simpson, of King's College, strongly supported these views. A subsequent speaker, a member of the United States Health Service, emphasized the importance of enlisting women in the campaign. Women could do so very much in the home if their sympathies were aroused. They could prevent dirt and also see to it that all animal and vegetable refuse was burnt.

## THE AGONY OF POLAND.

HOSTILE FORCES WHO PRAYED  
INSTEAD OF FIGHTING.

The terrible plight of the Poles is vividly pictured by a writer in the *Journal de Geneve*.

For nine months, says the writer, three immense armies have been fighting in Poland. The Russians have invaded Austrian Poland; the Germans Russian Poland. Millions of armed men are ever pouring into these regions and fighting battles the like of which have never been seen. In this torrent of humanity there are 1,500,000 Poles, but they are not fighting under the same flag. They are fighting against one another in the three camps. Can a more tragic fate be conceived?

Two hostile detachments, composed wholly of Poles, unexpectedly found themselves face to face near Limanowa, in the Carpathians. They were so close that they could hear one another talking in Polish. Moved by a sudden impulse they knelt down and recited the Lord's Prayer, after which they retired in separate directions.

Not a shot had been fired. They met again some days later, lost amid the mass of armies, and killed one another without knowing it.

The war extends over three-fourths of Polish territory. The immense front from the Mazurian lakes to the extreme Carpathians is exclusively Polish soil. Two-thirds of Poland, inhabited by 13 millions of Poles, are occupied by 13 Austro-German armies. Almost the whole of Austrian Poland, inhabited by eight million souls, was till quite recently in the hands of the Russians. Five thousand villages and 300 towns have been bombarded and burnt. All industry is paralyzed. Everywhere there is misery, famine, and disease.

The victory of Germany and Austria would mean for the Poles a continuance of the partition at present in force, and the ruin of the hopes of the Poles. The victory of Russia means the reconstruction of Polish unity under the Tsar, a prospect which is not regarded with enthusiasm. The Poles want the Western Powers to persuade Russia to make them independent, as one of the indispensable elements of the new Europe.

INSECTS AS CARRIERS OF  
DISEASE.

SIR F. TREVES A VICTIM.

The National League for Physical Education and Improvement held a meeting at the Mansion House last month to inaugurate a campaign to prevent "the spread of epidemics by insects in various forms." Bishop Boyd Carpenter presided in the absence of Sir Frederick Treves, who wrote:—

"I am sorry I cannot attend the meeting. More than a month ago—just before I left for Mudros—I acquired through flies, I expect, a complaint in Alexandria which has got gradually worse, until now I am laid up in bed and unable to do anything. Had I been able to attend the meeting I should have liked to have laid stress upon the gravity and importance of the subject. In South Africa during the war there were more casualties due to flies than to bullets. In France the presence of so many unburied dead makes the fly question a very serious one. In Alexandria, owing to the vast number of cavalry horse lines near the town, the trouble of the flies is becoming really distressing. It only wants a definite source of infection to be introduced for an epidemic to run rampant. A fly should be looked upon as nothing but a spreader of disease. When once the people realize what the fly can do, and does do, the remedy is easy. Here is a work within the compass of the humblest, a really great work. Fly-borne disease should cease to exist. Its very existence is a discredit to the intelligence of the people."

Bishop Boyd Carpenter referred to the annoyance caused by flies, and mentioned the difficult conditions prevailing in the trenches. He referred to an outbreak of typhus in Ireland which was traced to some infected clothing which was imported from Glasgow.

Dr. Sambon, the eminent authority on tropical diseases whose labours have done much to unravel the mystery of the insect carriers of infection, sketched the history of former wars in relation to epidemics, and showed how terrible the effect of these diseases could be upon armies. He told again shortly the story of the Panama Canal and of the warfare waged by the Americans, under Gorgas, against the mosquito of yellow fever, which defeated and destroyed the French effort. Dr. Sambon spoke also of the terrors of elephantiasis and hook-worm disease in the tropics, and said we had neglected to deal with "these preventable diseases" as we should have done. America had led the way. This was a misfortune, since our scientific workers were the finest in the world. We must deal with flies as Gorgas dealt with the mosquito. The recent outbreak of typhus in Serbia killed more men than did the Austrians. It was typhus which destroyed the French Army in the retreat from Moscow. Yet application of scientific knowledge in the shape of a warfare on the lice stamped out the disease.

## "A FLY YEAR."

Professor Lefroy, who dealt chiefly with the house-fly, said that the exhibition which had been arranged at the Zoological Gardens would show that every one could do something to help stamp out the pest. The housefly carried summer diarrhoea from child to child, and thus killed from 5,000 to 15,000 children under one year old annually. It also carried typhoid and cholera. "This is going to be a fly year," said Dr. Lefroy, and added that his work had shown him that we must expect a huge number of the insects. The weather had suited them. He could take people round London and show them the breeding places of flies. He protested that the open manure heap was a danger and a scandal, and should be prohibited. We must educate people, we must insist on cleanliness, especially in the home, and we must exercise measures of fly control.

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## FOOTBALL WITHOUT

PROFESSIONALS.

DECISION FOR CONTINUANCE OF  
THE GAME.

At a conference of the English, Scottish, Southern and Irish Leagues held at Blackpool a month ago, it was unanimously decided that the best interests of the nation and those engaged in the war and preparing the munitions of war, will be best served by the continuance of football. In view of the possibility of some leagues deciding upon a class of football inconsistent with the competitions hitherto provided, it was agreed to treat all players of clubs connected with any league other than their own, as retained players, and clubs cannot sign, or attempt to sign, any such players without the consent of the club for which they were registered on April 30th last.

Each league is to consider the desirability of approaching its national association to discontinue the registration of professional players during the ensuing season, and for such period all professional players will be considered amateur players as in the case of professionals who have joined the Navy and Army and who thereby automatically become amateurs.

After the conference the Management Committee of the Football League recommended that in view of the pressing need for recruits and workers capable of engaging in supplying munitions of war, and in the hope that every eligible young man will find in the service of the nation a higher call than the playing of football, the League competition for next season should not be proceeded with.

It was to be decided at the annual meeting, on July 19th, at the Connaught Rooms, London, whether the usual competition shall be played or what games shall be substituted, if any.

Mr. Harry Lauder has applied for £10,000 of the War Loan.

## INTIMATIONS

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Hongkong, 22nd July, 1915. [687]

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Hongkong, 7th June, 1915. [726]

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[4147]

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## PARIS MODES.

## THE PASSING OF GERMAN INFLUENCE.

[BY "THE TIMES" PARIS FASHION CORRESPONDENT.]

During the last year the French dress-makers have had many hard problems to solve, and there will be almost harder ones when things have to be straightened out after the war. With admirable pluck they have kept things going, and some of them have not done badly, supported as they were by foreign trade.

America made a trial of making her own models, but found it unsatisfactory. Russia came to Paris by devious ways to buy generously, England sent her merchants to see that the rich foreigners who had taken refuge with her might have the best models; Canadians bought largely, and South America spent as much money as the Rue de la Paix as ever. The Balkan States which were not fighting spent money with pleasure, and Italy in those days had not put away her pretty frolics for the Red Cross cause. Added to all this the Parisienne after a few months of complete retirement, began to dress again in moderation, and although they did not buy as usual they helped to keep things going.

The result of these combined efforts is not a mean one, and if foreign trade goes on next season without serious interruption many business disasters will be avoided. Necessarily profits are smaller, but so are expenses. Obviously materials are less abundant, but half the battle of a dressmaker's success lies in her power to adapt, and it is quite safe to say that the French dressmakers will find a way out of all their difficulties if only they have the people to buy their models.

In the *Times* last week Miss Camille Duguet, who is the editor of several French fashion papers and a well-known authority on dress, complains of the number of papers which pose as being French publications, when in reality they are published in Vienna or Berlin. She also says that the leading Paris dressmakers, with a few exceptions, have hitherto shown more inclination to favour Vienna, Berlin, and New York with news of their latest models than to give them to French papers. Personally, Miss Duguet has found much inconvenience in her work from this custom among the dressmakers, and she condemns it politely but firmly.

I add my protest to hers in the name of London. Not once, but many times, has London been forced to give way to Berlin, Vienna, and New York in houses where half the society women in England could be counted among the regular habitués. As Miss Duguet says, it would be counting to think that such things will be changed after the war, and, as she goes on to remark, we must hope that with their other changes will also come a bit of German taste was answerable to no small extent for the extravagant fashions which have been denounced so vigorously by men; and although the German have been somewhat softened by Parisian fashions, it was not one away with. Crude colours, coarse embroideries, and clumsy lines were chiefly due to the craze there was for German art; and the madness did not stop at dress. It began to eat into the heart of French homes. The furniture was hideous examples of German taste, and as half the country was overrun with German servants even the cooking began to suffer.

In remarking on Miss Duguet's letter, the *Times* says that, considering the trouble the Germans took to get the best models from Paris, it is astonishing that the German women were always in *mal humeur*. It is also astonishing that some of the dressmakers who had the name for being most Parisian in their taste were, even in those days before the war, frankly German. On looking back, that old life of Paris seems impossible. All its inconsequence, all its extravagances, its immense cosmopolitanism have vanished, and Paris is more French to-day than it has been for many years. No one can imagine what it will be like when the war is over, but there is sure to be an interval before it again becomes the pleasure ground of the rich foreigner.

The war has proved how great was the German influence in this vast cosmopolitanism, and we cannot but ask ourselves what will happen when the time for peace comes again. Will Munich again rule the arts and crafts? Will the *magazine de l'Art et de l'Industrie* once more fill their counters with German-made flowers and toys? Will the German servant again find a place in the home of the bourgeois, and the German shopman again appear in every trade? But to question in detail all the German inventions and German customs which inundated Paris before the war is impossible. Some we shall miss, we may even regret one or two, but most of them we shall speed away with joy and breathe the better for their going.

In no trade was German influence greater than in dress, and to look round the Rue de la Paix at present gives every one interested in clothes something to think of. We remember the beginning of each new season and its crowd of buyers, so many of them with unmistakable accents; we notice the emphasis of some of the big signboards, and we remember that once they bore names that were unquestionably German. In the houses, where French taste and management have always governed, there is pardonable triumph, and all these hopes hope to reap the reward of their patriotism when peace comes again. What they mean to ask us to wear next autumn no one knows yet, but special emphasis is certain to be put on French styles. The rage for military things will have gone by, and there is every reason to hope that fashions will be graceful and feminine without being insipid and unpractical.

## KWANGTUNG FLOOD RELIEF FUND.

The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund:

T. T. from the Chung Wah Wooy Kwan of Melbourne	£350 at 1/9 5/10	3,941.35
T. T. from the Chinese merchants of Canton		1,000.00
St. Paul's Girls' School		100.00
Kai Ming School		25.00
Chik Kwan School		25.00
Per Mr. Su Yan of the Canton and Macao Steamboat Wharf		25.00
1 Chinese subscriber		12.50
3 Chinese subscribers of £2.50 each		7.50
62 Chinese subscribers of £2 each		124.00
1 Chinese subscriber		2.20
Already acknowledged		8,420,671.69
Total		8,425,974.17

## OVER-SPECULATION IN TRADE AT MUKDEN.

The following is taken from the *Munchester Daily News*:  
The Mukden branches of the Mitsui Bussan Kaisha and Messrs. Kōdōra & Co. signed with Chinese produce dealers there contracts for the purchase of Beans, Cakes to the respective amounts of 100,000 pieces and 180,000 pieces for delivery on December 1st, 1914. The prices ranged from 8. Y. 1.32 to 80 sen in small silver coins. The market had gone up high about the delivery date and stood at about 8. Y. 1.40. It is said that these two large contracts being included, the total amount of forward contracts, by which the Chinese merchants were then bound, reached 27,000,000 pieces, which amount was far in excess of the supply. For the same reason the Chinese sellers faced a serious crisis and a good number were threatened with a collapse if the delivery of stocks had been insisted upon. They applied the tactics of dodging the Mitsui and Kōdōra. Chairman Sun of the Chinese Guild, etc., intervened and proposed a general cancellation of the contracts. The Japanese buyers in appreciation of the difficult position of the Chinese sellers were willing to accept the cancellation. Both sides failed to agree at the cancellation price, and the matter has been left standing since. The Government officials are said to have been one of the causes which have left the issue open so long. On the 8th July, the Chinese Guild took up the matter and passed a resolution declaring the contracts invalid since speculative deals are prohibited by the Chinese Law. In truth there is an essential difference between forward contract deals and mere speculative deals. Especially the Chinese authorities have been condemning at even speculative deals for several years past. The Mitsui and the Kōdōra resented the adoption of the unreasonable resolution of the Chinese Guild and asked Gov. Chang to solve the issue inside three days. The Governor replied that he had instructed Prefect Chao to attend to the case.

## PEPPY'S DAIRY. KITCHENER AND THE MASKS.

The following are extracts from the diary of the modern Peppy in the latest number of *Truth*:  
Meeting Mr. Eves, he hears from one in the Army Office, that the reason of my Lord Kitchener retracting his appeal to the public for vapour masks so suddenly as he did was through a great parcel of about 200 thousand of these masks being found to be steeped in cyanide of potassium, or, as the vulgar call it, prussic acid (and in these presents a fitting name), whereby every soldier who had put on one of those masks had been a dead man in 5 seconds. So henceforward, all masks shall be provided by the Army Office. Lunching with my Admiral Pepper, and says he, this is not the first time of enemy agents essaying to poison our soldiers; but so long since as last Christmas a ship's load of plum pudding despatched to France, whereof the Navy Board informed that all the puddings be staffed with poisoned plums, but this not known till 10 minutes after the ship had sailed; so orders sent by wireless telegraph to our under-water boats, and 1 of them catches and sinks the ship with all the puddings. But was given out (for avoidance of panic) that she had been sunk by the German U-29.

I heard this day from Mr. Parkin out of Huntingdonshire how certain rustic fellows of a village in those parts did spread it about that the innkeeper was a German, having in mind under that cover to invade his beer-cellar. Whereof he being warned did put jalap into his beer, and so these rascals come and will it, to their very grievous undoing.  
In Fleet Street I met Mr. Eves' son Jack, and with him to the Cheshire Cheese tavern, where we ate a stake pudding, as good a pudding, I think, as I ever ate, only for it having no oysters in it, not being the season. Jack Eves tells me of my Lord Northcliffe, how when he did publish last month his great manifesto against my Lord Kitchener, he would have a like manifesto in the *Times* news sheet; but in this his editor did withstand him stoutly, and they came to high words over it, but it ends in my Lord giving way. So now 'tis agreed that when my Lord would speak his mind very boldly, he shall do so in his *Mail* but in the *Times* only to be printed milder words of the like tenour. Which says Eves, is like my Lord selling to his customers a noggin of neat brandy for 1 penny and a noggin of brandy and water for 1d.

The promoters of the National Egg Collection for the 'Wounded,' who have collected up to date nearly five million new-laid eggs, and who require no fewer than 70,000 per day to meet the demands made on them, appeal for assistance in the work either in money or kind.

## THE WAR AND CHINA COAST FREIGHTS.

We take the following from the *Manchester Daily News*:  
Since the outbreak of the European War, the China coast steamers have had a remarkably risen, showing a striking contrast with those of several years ago.

In 1911, the rate on coal between Moji and Shanghai was quoted at \$1.15 Mex. per ton, although it fell to \$1.05 Mex. in January, 1912, and revived by about 60 cents to \$1.65-\$1.70 Mex. in the following summer.

In January, 1913, it relapsed to \$1.40 Mex. and again rose to \$1.60 Mex. in March.

The current quotation is \$2.80 Mex. per ton, and threatens to rise further with the increase of demand for coal.

The rise of freights, especially on staple produce, is particularly marked at South China ports, attracting to these directions a large number of vessels hitherto working the North China service.

Reverting to the rates on rice, the Bangkok-Hongkong rate, which was at 25 cents per picul in October, 1913, fell to 22 cents in June, 1914, two months ahead of the outbreak of the war. In April, 1915, however, the rate suddenly jumped up to 31 cents, and is quoted at about 35 cents at present.

The same may be said of the Saigon-Hongkong rate. In June, 1913, it was at the normal plane of 19 cents per picul, but depressed to 14 cents just one year after, and rose by 1 cent to 15 cents in the following August when the war broke out.

The rate steadily went up to 20 cents by last December, and suddenly leapt up to 24 cents in April last, in which month the traffic is usually the thickest in the whole year, but slightly fell to 20 cents in June last.

The charter rate has also risen. In May, 1913, the German steamer *Langen*, 1,238 tons, was chartered at \$5,500 Mex. per month, that is, \$8.85 Mex. per ton, but in June last a 1,392 ton British steamer was taken up on time charter at \$20,000 per month (\$15.30 per net ton) at Hongkong.

## RUSSIAN SHIPBUILDING ORDER FOR JAPAN.

A Petrograd despatch to the *Ostsee Anzeiger* says it is stated there, on what appears to be good authority, that a steamship company in Odessa has decided to place in order with certain Japanese shipbuilding companies for the construction of some passenger boats of large type. This order will include eight or 10 steamers for service between the Crimea and the Caucasus, and another order which is under consideration includes several steamers that are intended for a foreign run. Japanese shipbuilders' agents now in Odessa are working upon plans in co-operation with Russian engineers.

## HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.  
JOINED.  
Sapper L. Soun joined the Corps on 10th inst., allotted Corps No. 1889 and posted to Engineer Company.

LEAVE.  
The undermentioned are granted leave of absence as follows:  
Pte. K. Hayslay from 8.8.13 to 15.9.13.  
Gr. C. A. Stanford from 14.8.13 to 14.6.14.  
Pte. J. C. Owen from 22.8.13 to 22.9.13.

GRASSHOPPER.  
Gunner W. G. Sewell from No. 1 Section, Artillery Battery to Left Section M. G. Co., dated 8.8.13.

PARADES.  
Parades for Wednesday, 11th instant:—  
6.15 a.m.—The following members of Right Section M. G. Co.: Ptes. Beltran, Castillejo, Hart, Johnson, Johnson, Place, Remedios, Silva and Tanguay.  
Musketry instruction on Kennedy Road Range. Service rifles to be carried. Corpl. Grimes, R.E., will attend.  
Remainder of Right Section M. G. Co. Squad Drill and Skirmishing on Cricket Ground.

3.10 p.m.—Signalling Section—Skirmishing, under Sergt. Bullock. Fall in at Headquarters.

DETAILS.  
Gun Club Hill, Kowloon.

On duty until morning of 12th inst.—  
Scouts Co.

Officer on duty—Capt. Stewart.

Detachment Camp Kowloon:—

On duty to-night—Civil Service Co.

Officer on duty—Capt. Churchill.

On duty to-night—No. 2 Section Artillery Battery and four members of Signalling Section.

Officer on duty—Capt. Scott.

Orderly Officer until 12th inst.—Lt. Danby.

Orderly Sergeant until 12th inst.—Sgt. Silas.

G. E. Brewster, Captain.

Adjutant, H.V. Corps.

NOTICE.  
The Mt. Austin Men's Society has arranged to hold a short entertainment on Wednesday evening, 11th August, in the Recreation Hall, Mt. Austin Barracks, at 7.45 p.m. The entertainment is open to all.

## HONGKONG POLICE RESERVE.

GUARDS  
Wednesday, August 11th.

British.....1 Sergt. and 4 men.  
Portuguese.....2 " " 13 " "  
Chinese.....2 " " 14 " "  
Indian.....3 " " 3 " "

O. C. Guard, Sergeant-Major Roylance.

Thursday, August 12th.

British.....1 Sergt. and 7 men.  
Chinese.....2 " " 14 " "  
Portuguese.....2 " " 13 " "  
Portuguese.....2 " " 14 " "

O. C. Guard, Chief Inspector Mason.

Friday, August 13th.

The details for Friday's Guard are altered and stand as follows:—  
British.....1 Sergt. and 7 men.  
Portuguese.....2 " " 13 " "  
Chinese.....2 " " 14 " "  
Chinese.....2 " " 14 " "

O. C. Guard, Crown Sergeant Watt.

Saturday, August 14th.

British.....1 Sergt. and 7 men.  
Chinese.....2 " " 10 " "  
Portuguese.....2 " " 10 " "  
Indian.....1 " " 7 " "

DESIGNATION  
P. C. Champion resigns on leaving the Colony.  
F. C. JENKIN,  
D. S. P. (Reserve)

## INDIAN HIDE INDUSTRY.

## EXTENSION TO THE FAR EAST.

CALCUTTA, July 12th.

Owing to the enterprise of Mr. S. L. Ho, the hide industry in India is to be extended to the Far East. Mr. Ho is a prominent member of the mercantile community in Hongkong, and owns large factories in Penang. On the outbreak of the war, realising that the closing of the German markets would have a marked effect on the hide market of this country, Mr. Ho set to work to find out how best to take advantage of this, and he is now visiting Calcutta in order to complete his arrangements. There are large quantities of hides in godowns and decks, and these have been examined. The Indian hides are 40 per cent. lighter than hides of other parts of the world, but this disadvantage is amply compensated for by the facility for transportation which exists. To convey hides from Calcutta to Penang takes only five to seven days, whereas it takes as many weeks to reach Penang from China, which has hitherto been Mr. Ho's chief source of supply. Those sold in Calcutta come mainly from Dacca, Patna and the Calcutta Corporation slaughter house at Tangra, but the best come from the military stations. The reason for this is that in the larger towns branding and otherwise marking the skins is extensively practised, with the result that the hides lose 50 per cent. in value. Some of the hides shown Mr. Ho were branded from neck to tail, and when these are tanned they fall to pieces. Although the quantity of hides Mr. Ho expects at first to receive is only some 7,000 per month, he hopes soon to be able to deal with larger quantities. It is satisfactory to note that some of the leather produced will probably be used in the manufacture of boots, saddles and accoutrements for the British and Allied Forces.

## THE SHELL ARMY.

## COOPERATION OF BIG FIRMS.

The big London stores are proposing a committee among themselves for the purpose of releasing for war munition work all the mechanics they can possibly spare from their staffs.

Mr. John Lawrie, of William Whiteley, Limited, has pointed out that the firms were hoping to co-operate and interchange mechanics to do the necessary repairs at their works. "For instance, if Harrod's one day were doing repairs and were short of laces they could come to us and we would do what we could to help them. We hope that many other firms will join in the scheme."

## ENEMY ALIEN DEBTORS.

## £27,000,000 WORTH OF ALIEN PROPERTY IN ENGLAND.

The Trading with the Enemy Department of the Public Trustee's Office in London, which has invited returns of British property in territories occupied by enemy forces, has been busy engaged in accepting and recording particulars of British property put in in enemy countries.

An important return is that if their enemy makes returns to the Public Trustee, such property can be, on application to the High Court, vested in the Public Trustee for the satisfaction of British creditors.

Mr. Runciman stated recently that returns already made to the Public Trustee show the existence in England of £27,000,000 of enemy property.

## NEW X-RAYS INVENTION.

## EASY LOCATION OF BULLETS IN BODY.

The finding of bullets or fragments of shell in the body by means of the X-rays has become possible through a new invention.

When a patient is examined by means of the ordinary X-rays a fragment of metal in the body appears as a black object on the screen, and no indication of the depth at which it lies is given. The new device produces an image in relief similar to that seen in a stereoscopic photograph: the interior of the body is seen in its true perspective.

An X-ray tube of special design is employed which produces two beams the same distance apart as the eyes, giving two images on the screen, each of slightly different perspective. By means of a special eyepiece, which forms the most important part of the invention, these images are combined and give the effect described.

## THE NORDDEUTSCHER LLOYD.

Syren and Shipping shows how seriously the war has affected the position of the Norddeutscher-Lloyd. It is reckoned that a total loss of 24,000,000 in traffic receipts has been sustained, of which £2,300,000 is in respect of North American trade. Against an income of £3,047,400 for 1913, after deducting cost of coal, wages, etc., it is estimated that the total for 1914 did not exceed £1,400,000. No dividend is possible, against 8 per cent. for the previous year; indeed, as expenses, interest, repairs, and depreciation probably required £2,000,000, there would seem to be a deficit of £655,000. The company's steamers laid up at a rate far in excess of the normal, and the cost of maintaining stand-by crews is heavy. Four steamers of the fleet have been captured at sea since the outbreak of war, after the outbreak, four were detained in overseas British ports on the outbreak of war, one was detained in the United Kingdom, and three were detained in Egyptian ports.

## INTIMATIONS

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JUST RECEIVED:

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IN A VARIETY OF SHADES.

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AND

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# INTIMATION

[illegible]



# THE WAR.

## BRITISH PROGRESS NEAR HOOGE.

### GERMAN ATTACKS ON KOVNO REPULSED.

### GERMAN WARSHIPS DAMAGED.

### FAILURE TO ENTER GULF OF RIGA.

### FRENCH AIR SQUADRON'S FEAT.

### TURKISH BATTLESHIP SUNK BY SUBMARINE.

### FRANCO-BELGIAN FRONT.

### BRITISH PROGRESS.

### REPORT BY SIR JOHN FRENCH.

LONDON, August 10th.  
9.55 p.m.

Field-Marshal Sir John French in a bulletin states that artillery on both sides has been active at Ypres since the 1st inst. We had the advantage.

Sir John adds: After a successful bombardment to-day, in which the French on our left co-operated effectively, we attacked and retook all the trenches at Hooze recently captured by the enemy. We further progressed northward and westward of Hooze, extending our front. The trenches captured measure 1,200 yards.

During the fighting we shelled and derailed a German train at Langemark, setting fire to the trucks.

We captured three officers, 124 men and two machine-guns.

### 164 FRENCH BOMBS DROPPED ON SARRERBRUCK.

### FINE FEAT BY AIRSHIP SQUADRON.

PARIS, August 10th.

A communiqué says: The day has been relatively quiet along the whole front. Artillery actions have taken place at different points.

A squadron of 32 bomb-carrying aeroplanes, escorted by scouting machines, started this morning to bombard the station and a factory at Sarrerbruck. The atmosphere was unfavourable, the valleys being shrouded in mist and the sky cloudy, but 23 machines reached their goal and dropped 164 bombs.

The escort drove off the Aviatiks which attempted to bar the way of the squadron. Numerous columns of smoke and fire were observed above the points bombarded.

### CROWN PRINCE'S ARMY ACTIVE.

### SUFFERS HEAVY LOSSES.

PARIS, August 8th.  
6.05 p.m.

A communiqué says that the Germans yesterday launched fierce attacks in the Argonne. The Crown Prince's army in the evening succeeded in penetrating a French work, but they were driven out by a counter-attack. Then, at night time, the Germans attacked the Fillemorte sector and gained a footing in a trench. They were immediately expelled, except on a front of thirty yards.

The communiqué adds that the enemy made extremely violent assaults in the Vosges, especially against Lingekopf and Schratzmannle and the neck between these hills. The Germans were completely defeated and suffered heavy losses. Before one of our companies alone over a hundred German dead were found hanging in the wire entanglements.

### A CURTAIN OF FIRE.

PARIS, August 10th.

Last evening's communiqué states that there has been violent fighting at Souchez and Neuville, in which the German attacks were completely defeated.

The grenade battle continues in Argonne, the French having the advantage.

The Germans in the Vosges made another attack against Lingekopf which completely failed. The French curtain of fire inflicted considerable losses on the enemy.

### NAVAL ACTIVITIES.

### TURKISH BATTLESHIP SUNK.

AMSTERDAM, August 9th.

A Turkish communiqué says the Turkish battleship *Barbarossa* has been sunk by an enemy submarine.

The greater part of the crew was saved, but the communiqué says the loss of the vessel, however, is regrettable.

[The *Barbarossa* *Barbarossa*, which is doubtless the vessel referred to, was formerly a German battleship. She was launched in 1901. Her displacement was 10,000 tons and her main armament six 11-in. and eight 4-in. guns.]

### RUSSIANS REPULSE GERMAN FLEET.

PETROGRAD, August 10th.

A communiqué states: We repulsed persistent attacks by a German fleet of nine battleships, twelve cruisers and numerous destroyers at the entrance to the Gulf of Riga on the 9th inst. Sea planes, dropping bombs, contributed to our success.

An enemy cruiser and two destroyers were damaged by Russian mines.

Russian naval circles explain the value attached by the Germans to securing naval possession of the Gulf of Riga, which would enable the Fleet to powerfully support the army occupying the western coast of the Gulf.

The Fleet on Sunday appeared off Dirben Strait, which is the only practicable channel for large ships to enter the Gulf. The enemy delivered three attacks, attempting to force the mine defences which the Russian Fleet, assisted by sea planes, protected. All the attacks were repulsed.

### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### GERMANS ABANDON THE ATTEMPT ON RIGA.

### DUE TO RUSSIAN TENACITY.

PETROGRAD, August 10th.

The abandonment of the German attempt on Riga marks the failure of the general scheme for forcing a battle with the retreating Russians before they reach the Brest-Litovsk line. The stubbornness of the Russian defence of the Narva has contributed mainly to this important success.

### ENEMY ATTACKS ON KOVNO REPULSED.

### ENORMOUS LOSSES INFLICTED ON GERMANS.

PETROGRAD, August 10th.

A communiqué states that the enemy on Saturday night renewed his attacks on the fortifications of Kovno, and severely bombarded the Russian positions all Sunday with guns of all calibres, including the heaviest. The enemy's attacks against the Russian advanced positions were of a most desperate character. His assault on the western front of Kovno on Sunday night was everywhere repulsed with enormous losses. Russian artillery replied to the bombardment vigorously.

The Russians between the Dvina and the Niemen pressed the enemy in the direction of Friedrichstadt and dislodged the German advance guards northeast of Vilkomir from a number of villages, inflicting severe losses and taking a number of prisoners.

There were isolated actions on Sunday left of the Narva, particularly in the direction of Lomza and north of the Lomza-Ostrov road.

### GENERAL.

### GREAT FRENCH SUCCESS IN CAMEROON.

PARIS, August 9th.

The French are operating with great success in the Southern and Eastern territory of German Cameroon, and will soon re-occupy the whole of the Congo ceded to Germany in 1911.

The Germans have evacuated Gadi and the operations for encircling them continue to progress.

### MORE "KULTUR." FRENCH PRISONERS TREATED LIKE CONVICTS.

LONDON, August 10th.

A postcard from a French prisoner in Westphalia, received in Paris, says that 5,000 French prisoners have been especially chosen, on account of their birth and education, and segregated in a camp among the marshes, and are being treated like convicts as reprisals for the alleged ill-treatment of German prisoners in French colonies.

### CANADIAN PREMIER AND THE WAR.

LONDON, August 10th.

Sir Robert Borden has received the freedom of the City of Bristol. In returning thanks for the honour, Sir Robert predicted that the Dominion contingents fighting in comradeship in France and at the Dardanelles would tend to greater imperial unity in the future. He paid a warm tribute to the successes of Bér and Briton in South-West Africa, and said he would take back to Canada an impression of strong determination that the struggle would not cease till it was brought to an honourable and triumphant issue. (Loud cheers) The Dominion would give their best in the cause of the Empire and Liberty.

### GERMAN RULE.

### BELGIAN MINERS REFUSE TO WORK.

PARIS, August 10th.

It is reported that the disorders at Mons and Charleroi are increasing as the Belgian miners persistently refuse to work for the Germans, who are shooting the strikers.

### ATTACK ON A CUNARDER.

### A GERMAN ADMISSION.

LONDON, August 10th.

A despatch published in New York says that the German Admiralty confirm the report that a submarine attacked the Cunard liner *Orduna* without warning.

### GERMAN MONEY FOR BULGARIA.

LONDON, August 10th.

Bulgaria has apparently succeeded in arranging with German banks for the payment of a further instalment of the loan concluded prior to the war.

### WARSAW UNIVERSITY LIBRARY IN ENEMY'S HANDS.

PETROGRAD, August 10th.

The magnificent library of the Warsaw University could not be removed in time to prevent it falling into the enemy's hands.

### SWEDISH NEUTRALITY.

LONDON, August 10th.

Reuter learns that all the rumours to the effect that Sweden is likely to abandon her neutrality are unfounded. Her relations with Russia are of a most friendly character.

### FEEDING FRANCE.

PARIS, August 10th.

The Chamber has passed a Government Bill for the purchase of wheat and flour for provisioning the civil population.

### RUMANIA'S NEW WAR CREDIT.

LONDON, August 10th.

The Rumanian Cabinet has voted a new war credit of £4,000,000 sterling.

### BRITISH TREASURY BILLS.

LONDON, August 9th.

British Treasury Bills on the revised basis are at 4½ per cent. discount.

### AUSTRALIA'S METAL EXCHANGE.

MELBOURNE, August 10th.

The Commonwealth has decided to establish a Metal Exchange on September 6th, after which all transactions must be conducted through the Exchange.

### BRITISH TRADE RETURNS.

LONDON, August 10th.

Imports in July showed an increase of £10,171,003, and Exports a decrease of £8,683,839.

### SEQUEL TO JAPANESE POLITICAL CRISIS.

### COUNT OKUMA REMAINS PREMIER.

TOKYO, August 10th.

As a sequel to the political crisis of July 30th, Count Okuma remains Premier, but the Ministers of Foreign Affairs, Marine and Finance will resign.

### VISIT TO INTERNED OFFICERS.

### REPORT OF AMERICAN REPRESENTATIVE.

The American Embassy in Berlin transmitted to the Foreign Office through the American Ambassador in London last month a copy of a report of a visit by Mr. Jackson, to the camp for officers prisoners of war, at Danholm, near Stralsund, and a list of British officers interned there.

Mr. Jackson says:—Danholm consists of two small islands with a connecting bridge, between Stralsund and the Island of Rugen, being in communication with the former by means of a ferry. It comprises two officer camps containing about 700 officer prisoners. Until recently the officers from both camps had been permitted to associate with each other (the bridge being open), but since some Russian officers made an attempt to escape this privilege has been stopped. On the larger of the two islands there are about 400 officers. Among them 27 British, including four Canadians and two surgeons, one British and one Canadian. All these officers were transferred from Mainz (Mayence) about six weeks ago, and all find their present more agreeable than their former quarters.

I talked freely with all of them, out of hearing of any German. The British officers live by themselves, occupying two good sized rooms, nine in one and 18 in the other, there being also one French officer in the larger room, which is partitioned off by wardrobes into three sections. All seemed well and in good spirits, and all were in communication with their friends at home. All agreed in saying that there was no discrimination against them, and none that any material complaint to make. Letters and parcels are received more promptly than they had been at Mainz. The commandant promised to consider their wishes in regard to the use of a special field for cricket. Tennis courts are already in use, and there is a large park in which the officers are permitted to walk.

### ENEMY TRADE.

### GERMAN SLIMNESS.

The *Daily Telegraph* makes the statement that Germany is making arrangements through neutral countries to have all marks "Made in Germany" effaced from her goods and the mark from a neutral country printed instead. The change is made in such a way as to make it very difficult indeed for anyone to find fault or to trace the actual place in which the marking is done.

### HONGKONG AEROPLANES.

The following letter has been forwarded to us for publication:—

The Overseas Club,  
General Buildings, Aldwych,  
London W.C.2.  
July 6th, 1915.

His Excellency,  
Sir Francis H. May, K.C.M.G.,  
Hongkong.

Yours Excellency—I am desired by the Central Committee of the Overseas Club to inform you that H.M. Queen Alexandra performed the presentation ceremony of the three aeroplanes so generously subscribed for by the British and Chinese communities of Hongkong. Each aeroplane bore an aluminium plate with the following words:—  
No. 1—Victoria, Hongkong.  
No. 2—Victoria, Hongkong.  
No. 3—Tai Yau Bank. (In Chinese and in English).

I had the privilege, myself, of showing the aeroplanes to Queen Alexandra, and she was especially interested in the Chinese inscription.

The whole ceremony was a very great success, and Her Majesty expressed deep interest in the great generosity of the people of Hongkong.—I am, Your Excellency's obedient servant.

(Sd.) F. WRENCH,  
Hon. Secretary and Organizer.

### THE CRUISER "EMDEN."

### PROSPECTS OF SALVAGE SCHEME.

MADRAS, July 11th.

The *Emden* lies where H.M.A.S. *Sydney*'s terrific salvo drove her hard aground on the reef at North Keeling Island. Her decks are battered, her funnels droop like broken reeds, her foremast has disappeared and her deck hamper is jammed in a disorderly mass on her forward deck; but there is good material in the wreck of the little cruiser, that drifted so skillfully about the Pacific in the early days of the war endangering our shipping and making the naval authorities and captains of our merchant men anxious for the safety of the trade routes. The Commonwealth Government has called for tenders for the salvage of the *Emden* as she now exists or of her valuable parts. To save the hull would certainly require skillful engineering. In view of the extraordinary accomplishments of the Japanese at Chemulpo when after the Russo-Japanese war they brought two Russian cruisers which had been sunk to the surface and made them into fighting material again, the salvage of the hull of the *Emden* seems to be an easy accomplishment. Even if the salvors decided that the *Emden* could not be repaired, there is a sufficient quantity of metal in the make-up of the vessel to compensate them for the expense incurred by her salvage and to show a profit. There is of course in every modern battleship a large quantity of steel and copper, bronze and iron, and the *Emden* is not an exception. In addition to the metal within the ship there is that most coveted portion of a wreck, the propeller. The propeller of the *Emden* is made of phosphor-bronze and weighs two tons. Were the *Emden* to be refitted she would probably be taken to Singapore, at that is the handiest port for repairs. She would of course be useless if considered as a fighting unit during the present war. Her machinery being of German pattern is out of conformity with the general make-up of a British ship and would need to be replaced. This could not be done under about twenty months in a British shipbuilding yard, and would take longer at the dock yards. This would hardly allow of her taking part in a British fighting ship in the present war, and in any case the naval authorities would scarcely consent, it is thought, to the *Emden* taking up space in a shipbuilding yard when there is so much important naval building to be done. The *Emden* has proved herself a useful type of vessel and was built for work which would make her useful to the Commonwealth naval authorities in the islands. Her guns would need to be removed and replaced by British guns, because the German 4.1 inch gun, although somewhat similar to the British 4.7 inch gun, would require an entirely new make of ammunition and this is not practicable. The *Emden* has ten 4 inch guns, and while it is a difficult experiment, the mounting of fewer and more powerful guns may be a subject worthy of consideration.

Shortly after the engagement of 8th November a British vessel visited the wreck of the *Emden* and buried a number of corpses. After subsequent visits there arrived in Australia several boxes of relics from the *Emden*. One of these is a gun which probably was among those which delivered the salvo that wrecked the forward magazine of the *Sydney* and went perilously close to the Captain Giosop was standing. The gun will probably be forwarded to the Federal capital along with other relics when the time arrives. An instance of the damage done to the German cruiser by the *Sydney*'s shots is to be found in one of the mementoes. It is an oblong piece of metal fairly smooth on one side and on the other presents a ragged appearance like a piece of jagged rock. This represents a portion of a fire-proof safe of the *Emden* and some silver dollars from a drawer of the safe. An explosion must have blown the dollars into the steel and the terrific heat of the flames which burnt the vessel shortly afterward, melted the whole into a conglomerate of silver and steel. This gives a very clear indication of the state of the inside of the *Emden* where the bombardment was most felt. It does not seem likely that much will be saved in those parts, except for the melting pot in the foundry.

### THE GERMAN IMAGINATION.

The *Telegraph* says: London streets have been reduced to ashes, while fire bullets have wrought havoc in Woolwich, Dover, and Harwich. Docks and gunworks, oil tanks and factories have been laid in smouldering flames, and a people which once scoffed at Zepelins has been quelled by terrified stones.

### HAND GRENADES FOR CANTON.

### CHINESE ARRESTED IN HONGKONG.

A Chinese was charged at the Magistrate's yesterday with being in possession of bombs, and was remanded after evidence of arrest had been given.

It appears that the man was about to board a Canton steamer, when, as the result of information, he was apprehended by a detective in a basket which the steamer was carrying a number of bombs, of the hand-grenade specimen, were found. No satisfactory explanation was forthcoming and the man was arrested.

The contents of the grenades have been sent to the authorities for analysis.

### ALLEGED CLEVER CONSPIRACY.

At the Magistrate's yesterday, before Mr. Lindsell, an Indian named A. Moosdeen described as a commission agent of Canton, was charged on two counts with obtaining the sum of \$12,500 by false pretences from a Chinese, and with conspiracy with others in respect to a similar amount.

Mr. F. C. Jenkin (instructed by Mr. P. S. Dixon), who prosecuted, said the complainant was introduced to the defendant on June 30th, when the defendant said he could undertake to procure for him and deliver at Lak Lau (Shun Tak district) two chests of opium at a certain price. On the 3rd July the parties met at the house of a friend and there a contract was drawn up and signed. Defendant was not to be paid for the opium until an agent of the complainant, who was to go up to Lak Lau and take delivery, returned to Hongkong or sent back a written receipt for the goods. Two or three days later complainant was informed that the goods were ready, and it was suggested to him that he should prepare a receipt in two halves, one of which was to be kept by himself and the counterfoil to be given to his agent, who would hand it over to defendant's agent when he took delivery. The latter would bring it back to Hongkong. A good deal of "hanky-panky" went on. Defendant and another man asked to see the second half of the receipt, got possession of it, for half an hour, and during that time, it was alleged, made another copy. They handed back this false copy to the complainant's agent, who went up to Canton with it. Defendant's agent then said the goods had by mistake been sent elsewhere, and said he would go to fetch them, but he did not return. Instead he brought back to Hongkong the original second half of the receipt, with what was alleged to be a false endorsement. This was presented to the complainant for payment, and discharged. It was then explained that complainant's agent was detained by the floods. Some days afterwards the complainant discovered that the goods had never been delivered.

### EXPORT OF CASH COINS PROHIBITED.

Orders have been issued by the Central Government to the authorities of the different provinces prohibiting the export of cash coins from their territories. It is to be remembered that lately the Government has received information from some quarters stating that merchants in the provinces, in consideration of profit, have sold great quantities of cash coins to certain foreigners who melted the coins and in turn sold to China the tin and copper, thus making a big profit in a very short time. The Ministry of Finance has also issued orders to the customs and like stations enjoining them to keep constant watch so that no cash coins will be shipped out of their territories. *Peking Daily News*.

### "JUSTICE AS USUAL."

In the course of his summing up in a recent murder trial at the Old Bailey Justice Scrutton said:—  
"Since last August—all over Europe, sometimes in England, sometimes on the seas—thousands of lives of combatants, and sometimes of non-combatants, have been taken daily with no warning, and in many cases with no justification. Yet while this wholesale destruction of human life is going on, for nine days all the apparatus of justice in England has been considering whether the prosecution are right in saying that one man should die. It is quite right that it should be. In England in this national crisis we try to carry on business as usual; we hope with confidence of victory as usual, and we are determined to maintain justice as usual. So you and I approach, just as if this were a time of peace instead of one of the greatest world disturbances ever known; the question of whether the prosecution have proved to your satisfaction that George Joseph Smith is guilty of murder."

The liquidator of the Indian Specie Bank is suing the directors of the defunct bank for recovery of the loss, over £1,000,000, due to the combined lack of supervision of the directors of the bank. *Chartered Bank*.











## SHIPPING

## ARRIVALS.

ATAGOSAN MARU, Japanese str., 2,521.  
Hori, 9th August—Samarang 29th  
July, Sugar—Mitsui Bussan Kaisha.  
LOONGSANG, British str., 1,093, Leask, 10th  
August—Manila 7th August, General.  
—Jardine, Matheson & Co.  
KUKIANG, British str., Jones, 9th August—  
Newchwang 2nd August, Beans and  
General.—Butterfield & Swire.  
SIBERIA, American str., 6,655, H. Zoeder,  
10th August—San Francisco 10th  
June, General.—Pacific Mail S.S. Co.  
SEISANG, British str., 1,776, H. Simpson,  
9th August—Cherbourg 10th July.  
Sugar.—Jardine, Matheson & Co.  
TIENSIN, British str., 1,227, John Cogan,  
10th August—Saigon 6th August.  
Rice.—Butterfield & Swire.  
TONGKING, British str., 1,179, Hussey,  
9th August—Saigon 6th August.  
Rice.—Jardine, Matheson & Co.  
TUGOSTA, Dutch str., 1,750,  
August—Singapore 2nd August, Bulk  
Oil.—Asiatic Petroleum Co.  
TOKYO MARU, Japanese str., 2,291, I.  
Nakamura, 9th August—Moji 2nd  
August, Coal—Mitsui Bussan Kaisha.  
TUDOR, Dutch str., 1,700, E. H. Kroes,  
10th August—Amoy 8th August, Coal  
and General.—Java-China-Japan  
Line.

## CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.  
August 10th.  
AWA MARU, Jap. str., for Shanghai.  
PROMOTER, British str., for Bangkok.

## DEPARTURES.

August 10th.  
LUGOW, British str., for Canton.  
HTE, French str., for Kwangtung.  
JADE, French str., for Hongkong.  
LIANGCHENG, Chinese str., for Shanghai.  
LIANGCHENG, British str., for Shanghai.  
SEIKO, British str., for Bangkok.  
SINKING, British str., for Canton.  
YABARA MARU, Jap. str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Kiuhang* reports:  
Light to moderate winds and fine.  
The British str. *Langwang* reports:  
Fresh south-westerly wind, moderate sea  
and heavy south-westerly swell.

## PASSENGERS.

ARRIVED.  
Per *Amazone*, for Hongkong, from  
Marselles, Mr. Otto Maerk; from Singa-  
pore, Mr. J. W. Ernhart, and Mrs.  
Arcelli; from Saigon, Mr. H. F.  
Sahag, Mr. C. Osado, Mr. H. F.  
Laufer, and Mr. Torcinato.  
Per *Siberia*, from San Francisco, etc.,  
for Hongkong, Mr. C. Alkan, Ccl. C. C.  
Ballou, Miss J. T. Bowler, Mr. and Mrs.  
K. B. Brice, Mr. G. A. Boyer, Mrs. K.  
B. Brice, Mr. and Mrs. J. Edgar Bull,  
Mr. Apollinar Baltazar, Mr. Harry Cat-  
lin, Mr. W. B. Chase, Mr. Arthur Dore,  
Mr. and Mrs. G. V. Hayes, Mrs. V.  
Lawder, Miss B. Lawder, Mrs. M.  
Morris, Mr. F. J. Minges, Mrs. Manuela  
Martinez, Master John Martinez, Mr. V.  
Maroni, Miss M. McElmoyne, Mr. and  
Newell, Mr. Juan Ongsineo, Mr. and  
Mrs. F. M. Pottor, Mr. Vicente Quigona,  
Lieut. F. Renfell, Miss C. D. Spring,  
Miss Dorothy Spring, Mr. B. E. Solomons,  
Mr. E. L. Sheldon, Mr. and Mrs. C. C.  
Travis, Lieut. and Mrs. Orville N. Tyler,  
Mr. Alice J. Turner, Mr. and Mrs. S.  
W. Thompson, Mr. O. Teewissen, Mr.  
and Mrs. Wm. F. Wornner, Master J. G.  
Wornner.

## DEPARTED.

Per *Yabara Maru*, from Hongkong for  
Japan, Mr. and Mrs. McBain and ser-  
vant, Mr. S. Imahira, Mr. McBain, Mr.  
Watson, Mr. G. Miller, Miss Lane, Mr.  
and Mrs. Armstrong, Mr. and Mrs.  
Goldsmith, Mrs. K. Kato and servant,  
Mr. T. Kubota, Mr. and Mrs. Milne and  
two children, Mr. Maguns, Rev. J. K.  
Macdonald, Mr. and Mrs. E. Salig and  
anah, Mr. L. A. Barton, Mr. W. Reeves,  
Mr. Mueck, Major and Mrs. Dewar,  
Mrs. Knezer, Mr. C. Blencoe, Mr.  
Bridges, Major Underway, Mr. and Mrs.  
E. A. M. Williams, Mrs. Ayrie, Mr.  
and Mrs. Taylor, Master Taylor,  
Mr. T. Levy, Mr. N. Niumi, Mr. and  
Mrs. Nakatsuru, Mr. K. Hoshina,  
Mrs. Chalmers, Mr. W. Caery, infant and  
Mr. and Mrs. P. W. Caery, infant and  
Miss Latner, Mr. K. Matsusaka,  
Mr. T. Ono, Mrs. Lyon, Misses Lyon  
(two), Masters Lyon (two), Mr. and Mrs.  
Ramazany, Mrs. Warnock, Mr. J.  
Obourdy, Mr. P. Godfrey, Mrs. Take-  
shita, Mrs. Asamura, Mr. S. Jono, Mr.  
Takahashi, Mrs. Ishida, Mrs. Tsutsumi,  
Mrs. Imai, Mrs. Haraguchi,  
Mr. I. Nakazawa, Mr. Hoshino, Mr.  
and Mrs. Namari and child, Messrs.  
Yamabata, Hida, W. Hony, Henry Law,  
Hayasaka, S. Takayasu, G. Komoto,  
Havasaki, S. Takayasu, G. Komoto,  
Sugihara, Nakajima, Takahiro, Mr. and  
Mrs. Iwamura, Mr. G. Achille, Mr. I.  
Oka, Mr. Joss, Mr. P. H. Weston, Mr.  
S. Onuki and Mr. Kalachend.

## VESSELS EXPECTED.

THE AUSTRALIAN MAIL.  
The str. *Changsha* left Sydney for  
Hongkong via Queensland and Philippine  
ports on the 4th inst., and may be  
expected to arrive here on or about 29th  
inst.

## MERCHANT STEAMERS.

The str. *Madawaska* from New York is  
due to arrive at Hongkong on the 19th  
August.  
The str. *Japan* from Calcutta left  
Rangoon on the 6th inst., a.m., and may  
be expected here on or about 19th inst.

## INDIA LINE.

*Indratamha*, from Vladivostok, is now  
due.

## LATEST STEAMER MOVEMENTS.

The str. *Novara* left Singapore for this  
port on the 10th inst., a.m., with the  
outward English mails, and is due here  
on the 16th inst. at about daylight.  
The str. *Dunera* sailed from Calcutta  
on the 7th inst., and may be expected here  
on or about the 22nd inst.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Hahn Pier. 3. From Hahn Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	11th	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 14th inst., at 9 A.M.
LONDON	KANDIAH	Brit. str.	11th	H. R. Hotherington, R.N.R.	THE BANK LINE, LIMITED	On 26th inst.
LONDON	NOVARA	Brit. str.	11th	Chartres	S. O. B. N. A.	About 27th inst.
BOSTON & NEW YORK	RADNORSHIRE	Brit. str.	11th		JARDINE, MATHESON & Co., LD.	On 28th inst.
MARSEILLES VIA PORTS...	INDIANAVADI	Brit. str.	11th		SHAW, TOMES & Co.	About 15th inst.
MARSEILLES, LONDON & VIA SINGAPORE &c.	NEHA	Brit. str.	11th		MESSENGERS MARITIMES	To-morrow, at 5 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG	MISHIMA MARU	Jap. str.	11th	S. Wada	NISSON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA & TACOMA VIA MANILA & KEELUNG &c.	SHIMIZUO MARU	Jap. str.	11th	Degruch	OSAKA SHOKEN KAISHA	On 23rd inst., at 3 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MISTICO MARU	Jap. str.	11th	T. Janszuchi	CANADIAN PACIFIC R. Co.	On 24th Sept.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONTECAL	Brit. str.	11th	A. J. Hall	CANADIAN PACIFIC R. Co.	To-day, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	11th	A. W. Nelson	TOYO KAWA KAISHA	On 24th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	11th		PACIFIC MAIL S.S. Co.	On 31st inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	11th		TOYO KISEN KAISHA	On 25th Sept. at 10.30 A.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NISSON MARU	Jap. str.	11th	A. G. Stevens	TOYO KISEN KAISHA	On 10th Sept., at Noon.
MEXICAN, PERUVIAN & "WIDE PORTS" VIA JAPAN	ANYO MARU	Jap. str.	11th		THE BANK LINE, LIMITED	On 25th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	SUBAT	Brit. str.	11th	T. Sato	NISSON YUSEN KAISHA	On 17th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	11th	G. L. Smith	GIBB, LIVINGSTON & Co.	On 28th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	ALDENHALL	Jap. str.	11th	Soyeds	NISSON YUSEN KAISHA	On 13th inst., at 10 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	11th		JAVA-CHINA-JAPAN LINE	On 24th inst.
WEIHAWEI & TIENSIN	TUJITAP	Dut. str.	11th		BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
SHANGHAI	BUICHOW	Brit. str.	11th	Shane	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	SINKIANG	Brit. str.	11th	F. M. Smith	BUTTERFIELD & SWIRE	On 15th inst., at D'light.
SHANGHAI	LUCHOW	Brit. str.	11th	D. R. Davies	BUTTERFIELD & SWIRE	On 14th inst., at D'light.
SHANGHAI	CHOWKANG	Jap. str.	11th	S. Houlwood	JARDINE, MATHESON & Co., LD.	About 14th inst.
SHANGHAI	NOVARA	Jap. str.	11th	H. E. Hotherington, R.N.R.	P. & O. S. N. Co.	On 19th inst., at D'light.
SHANGHAI	KWONGHANG	Brit. str.	11th	W. F. Bishop	JARDINE, MATHESON & Co., LD.	On 23rd inst.
SHANGHAI, KOBE & MOJI	JAPAN	Brit. str.	11th	C. P. Sidden	DAVID SASSON & Co., LD.	MESSENGERS MARITIMES
SHANGHAI, KOBE & YOKOHAMA	CORDELLER	Frean. str.	11th		P. & O. S. N. Co.	About 26th inst.
SHANGHAI, KOBE & YOKOHAMA	NOVA	Brit. str.	11th	D. Ashbury	OSAKA SHOKEN KAISHA	On 18th inst., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	BOHRE MARU	Jap. str.	11th	A. Kobayashi	OSAKA SHOKEN KAISHA	On 19th inst., at Noon.
SWATOW & BANGKOK	KAOYU MARU	Jap. str.	11th	Robertson	JARDINE, MATHESON & Co. LD	To-day, at Noon.
SWATOW, AMOY & FOCHOW	CHOWAY	Brit. str.	11th	J. S. Thomson	DOUGLAS, LAURENCE & Co.	On 14th inst., at 3 P.M.
MANILA, CEBU & ILOILO	HAJONG	Brit. str.	11th	A. H. Stewart	DOUGLAS, LAURENCE & Co.	On 17th inst., at 8 P.M.
MANILA	HAINDUN	Brit. str.	11th	S. Tokashige	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	LOONGSANG	Brit. str.	11th	W. G. G. Leach	JARDINE, MATHESON & Co., LD.	On 14th inst., at 3 P.M.
SINGAPORE	FUEBAT	Brit. str.	11th	P. Rolfe	JARDINE, MATHESON & Co., LD.	On 21st inst., at 3 P.M.
SINGAPORE, PENANG, RA' CO' & CALCUTTA	KAMAKURA MARU	Jap. str.	11th	Kawabata	NISSON YUSEN KAISHA	On 16th inst.
MATHESON & SOUTH AFRICAN PORTS	SHINKOKU MARU	Jap. str.	11th		OSAKA SHOKEN KAISHA	On 17th inst., at 7 A.M.
HATYIA VIA HEBERSON, SAMARANG, &c.	OSANG	Brit. str.	11th		JARDINE, MATHESON & Co., LD.	To-day, at 5 P.M.
SANDAKAN	SANGGA	Brit. str.	11th		DAVID SASSON & Co., LD.	On 18th inst.
SANDAKAN	MAHARAJA	Brit. str.	11th		THE BANK LINE LTD.	On 26th inst.
HAIPHONG & PAKHOI	MAHARAJA	Dut. str.	11th		JAVA-CHINA-JAPAN LINE	To-day, at Noon.
HOIHOW & HAIPHONG	HEBERON	Brit. str.	11th		JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.
HAIPHONG	MAUSANG	Brit. str.	11th		JARDINE, MATHESON & Co., LD.	On 18th inst., at Noon.
	KEIO MARU	Jap. str.	11th	E. A. Matthews	OSAKA SHOKEN KAISHA	On 14th inst., at 10 A.M.
	LOONGSANG	Brit. str.	11th	Imaiami	JARDINE, MATHESON & Co., LD.	To-morrow, at 6 A.M.
	BURGIANG	Brit. str.	11th	W. D. Ritchie	BUTTERFIELD & SWIRE	On 15th inst., at D'light

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
SINGAPORE	"ONSANG"	Wednesday, 11th Aug. 3 p.m.
HOIHOW and HAIPHONG	"LOKSANG"	Thursday, 12th Aug. 6 a.m.
SANDAKAN	"HINSANG"	Thursday, 12th Aug. Noon
MANILA	"CHOYANG"	Saturday, 14th Aug. 3 p.m.
SHANGHAI	"CHOYANG"	Sunday, 15th Aug. 10 a.m.
SANDAKAN	"YUENHANG"	Wednesday, 18th Aug. Noon
SANDAKAN	"YUENHANG"	Thursday, 19th Aug. 10 a.m.
MANILA	"YUENHANG"	Saturday, 21st Aug. 3 p.m.

## RETURN TOURS TO JAPAN.

The Steamers "KUTANG," "YUENHANG" and "YUENHANG" leave about every 3 weeks for  
Shanghai and Japan returning via Kobe (Japan Sea) and Moji to Hongkong. These vessels  
This service is supplemented by the "YUENHANG," "YUENHANG," and "YUENHANG"  
Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence  
direct to Hongkong. Time occupied 5 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
\* Steamers have superior accommodations for First Class Passengers and are fitted throughout  
with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Koda, Labad, Davao, Singapore, Tawau, Uman  
and Labuan.  
Telephone No. 415, Sub. Ex. 4. JARDINE, MATHESON & Co., Ltd.  
Freight or Passage, apply to CENTRAL MANAGERS  
Hongkong 11th August, 1915.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking  
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AGENTS.

Hongkong, 16th April, 1915.

THE ROYAL  
MAIL STEAM  
PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

## HOMEWARD.

## TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

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Hongkong, 23rd July, 1915.

## PACIFIC MAIL S.S. CO.

OPERATING  
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons PERSIA 10200 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA ..... Sailing WEDNESDAY, 11th Aug. at 1 p.m.

SIBERIA ..... TUESDAY, 17th Aug. at 1 p.m.

CHINA (via Manila) ..... TUESDAY, 31st Aug. at Noon.

MANCHURIA ..... TUESDAY, 7th Sept. at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of  
the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous  
caterer. Large passenger, equipped with electric fans, and running water. Berths  
equipped with electric reading lamps. Numerous amusements—salt water swimming  
bath, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.  
The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

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KING'S BUILDINGS.

TEL. No. 141.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO  
UNITED KINGDOM AND CONTINENT.

For LONDON ... "KANDAHAR" ... On 25th Aug.

For LONDON ... "BLOEMFONTEIN" ... On 22nd Sept.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 9th August, 1915.

## VESSELS ON THE BERKE

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS  
AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, AMERICAN CONTINENTAL,  
AND SOUTH AFRICA PORTS.

## THE Steamship

"MALTA,"  
Captain C. C. Talbot, R.N.R., carrying His  
Majesty's Mails, will be despatched  
from this port on SATURDAY, the  
14th August, 1915, at Noon, taking Pas-  
sengers and Mails for the above Ports, in  
connection with the Co's s.s. "PARISA,"  
from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.  
Silk and Valuable and Tea and Cargo for  
Italy, France and London (under arrange-  
ment) will be transhipped at Colombo into  
the Mail-Steamer proceeding direct to  
Marseilles and London. Other Cargo for  
London, etc., will be conveyed by Bom-  
bay and transhipped to the s.s. "MONTAN,"  
due in London on the 26th Sept., 1915.  
Parcels will be received at the Office  
until 4 p.m. the day before sailing.  
The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 3rd July, 1915.

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC S.S. CO.

For BOSTON AND NEW YORK.

S.S. "INDRAWADI" On or about 15th Aug.

For Freight and further particulars,  
apply to—

SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 30th July, 1915.

[774]

For VANCOUVER AND SEATTLE

THE S.S. "SEIKO MARU" will be

despatched about the end of August.

The s.s. "GISHUN MARU" will be

despatched about the middle of September.

For Freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, 5th August, 1915.

[782]

## REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK, VIA PANAMA CANAL.

S.S. "SHIMORA" on or about 31st August

For Freight and further information, apply

to—

DODWELL & Co., Ltd.,  
Agents.

Hongkong, 7th August, 1915.

[1335]

## C. P. R.

THE Canadian Pacific Railway Co. will

despatch the Steamship

"MONTEAGLE"

from HONGKONG on the following dates:

WEDNESDAY, 8th Sept.

SATURDAY, 6th Nov.

for VANCOUVER via the usual Ports of Call.

For Freight or Passage, apply—

D. W. CRADDOCK,  
General Traffic Agent.

Hongkong, 10th August, 1915.

[850]

HONGKONG METEOROLOGICAL  
REGISTER.

Hongkong Observatory, August 10th.

Previous Day at 4 p.m.

On Date On Date

at 4 p.m. at 4 p.m.

Barometer 29.57 29.6



THE JAPAN MAIL STEAMSHIP CO.

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